

NEW WORKHOUSE AT HULL.—On Wednesday in week before last the new workhouse at Hull was opened. It stands about a mile from the centre of the town, on the Anlaby-road. The style of the building is Elizabethan. The material is red brick, with stone dressings. The building presents a frontage to the Anlaby-road of 270 feet, and is covered with buildings and courts to the extent of 530 feet in depth. The entrance building, surmounted by an ornamental clock turret, contains the board and committee rooms, clerks' and relieving offices, with accommodation for male and female vagrants and probationers. The main building, 100 feet in the rear of the entrance-building, contains apartments for the master and matron, the able and infirm men and women, and schools and day-rooms for boys and girls. Connected with the centre, and at the back of the main building, is placed a dining-hall, 80 feet by 40 feet, capable of dining 550 persons at one time. Along the right side of the dining-hall, and connected with it by communicating doors, extend the matron's room, the kitchen, sculleries, larders, and bakehouse. The scullery contains a copper, capable of holding 300 gallons, for the supply of hot water to the baths, washhouses, and laundry. The chapel is a short distance in the rear of the dining-hall, and is connected with the main building by a covered way on each side. The chapel is a building 60 feet by 34 feet. The roof, which is slightly ornamental, is of open-dressed timber, stained and varnished. The workshops are on the side of the chapel, at the rear of the men's courts, and the washhouse and laundry is at the rear of the women's courts. The extreme rear of the premises is occupied by the infirmary, with a surgery, a kitchen, and rooms for the nurses. At the extreme rear is a piece of ground 1½ acres in extent, intended for a garden, to afford some little work for the deserving poor, desirous of doing something for the sustenance daily afforded them. The building contains twenty-four courtyards. The building is erected from the plans of Messrs. H. F. Lockwood and W. Mawson, architects, Bradford. The house will contain 900 to 1,000 paupers. The whole has been erected at a cost of 10,411*l.* being 89*l.* within the estimate. The clerk of the works was Mr. James Ogilvie, of Hull.

FEEs OF SURVEYORS AND ARCHITECTS.—In a case tried at the Birmingham County Court, on the 25th ult. and reported in the local *Journal*, the plaintiff, a building surveyor and architect, sued the defendant, a person engaged in building, for 1*l.* as a fee for advice given. Plaintiff, Mr. Cutts, had been employed by a solicitor, to examine defendant Price's houses weekly. Money became scarce, and Norton, a plaisterer, and contractor with Price, served his employer with a writ for some due for labour, &c. Price afterwards saw Mr. Cutts, and asked his advice on the subject. Mr. Cutts, according to defendant, instead of giving his own advice, took him to Mr. Nichols, a solicitor, who said, "by all means compromise with Norton." This was subsequently done, and, as stated by plaintiff, he had assisted at such compromise and arrangement. Price added that Mr. Nichols sent him a legal charge of 6*s.* 8*d.* for the advice given. The magistrate said the points on which Mr. Cutts, as surveyor and architect, had claimed, would not hold. They were properly the province of a solicitor, and therefore he should give his verdict for defendant. Curious law!

ARCHITECTURAL COMPETITIONS.—With reference to the behaviour to the competitors for the Aberdeen market, Portsmouth savings-bank, and Warrington markets, a correspondent says,—"Would not this evil die a natural death if the liberal, hasty (?), and honourable men composing competition committees were to find their opening days a perfect blank? No doubt of it, but unfortunately, no matter what may be the terms, there seem to be always some persons ready to compete."

THE DRY CONDITION OF THE ROADS at the west end of London is very discreditable to the commissioners, and demands inquiry. In the Brompton-road, for example, the dust is flying in clouds three paces of the day.

ELECTRO-TELEGRAPHIC PROGRESS.—Another new route has been proposed for a sub-marine Atlantic telegraph between Europe and America, namely, from Norway by Iceland (120 miles), Greenland (60 miles farther), and Davis Straits (where 100 miles wide) to Labrador, and thence by land to New York; while from Norway, a short line would bridge across the Skagerrack, and put the main line en rapport with Calais, and hence with England, &c. It is said that "the comparative success of the telegraph across the Irish Channel has at length led some speculators to entertain seriously the project of laying down a telegraphic communication between Europe and America." This sentence was probably written before the recent misadventure which befel this Irish telegraph. Its quotation now may show the importance to the general progress of telegraphic sub-marine communication of circumspection and avoidance of haste; the probability of future progress being very much dependent on the way in which past efforts may be carried out. We do not speak in reference to the scheme just noticed, but to the extension of sub-marine communication in general.

WHITCHURCH, NEAR EDGEWARE.—Can any of your correspondents furnish a history or an account of the above church? It is a small church, which has, no doubt, originally been Gothic, but now for the most part rebuilt in the Italian or Roman style of architecture. The whole interior (as regards the walls and ceiling of the body of the church) is painted, in compartments, with various subjects from Scripture; the walls with representations of the four Evangelists, and with the subjects of Faith, Hope, and Charity; the ceiling, in scriptural subjects, and ornamental foliage, &c. The walls at the back of the communion-table are lined with tapestry, also in scriptural subjects; and the ceiling in stars of gold on a blue ground, and figures. There is a screen of columns at the east end, stated to be carved by Grinling Gibbons; and if so, might not the ceiling have been painted from designs by Sir James Thornhill, or that school? The church is worth attention.—W.

SOUTHPORT STATION.—The Liverpool, Crosby, and Southport Railway Company have just completed the extension of their line from Birkdale into Southport, and have erected a station for the accommodation of the many visitors to this watering-place. The style is Italian. There are wings on each side, and two porches, the right leading to superintendent's residence, the other to the booking-office, &c. The waiting and refreshment rooms and different offices are alongside the platform. Mr. George Latham is the architect; Messrs. Holmen, of Liverpool, the builders.

PRINCE ALBERT'S MODEL HOUSES.—The descriptive accounts of H. R. H. Exhibition Model Houses, with specification and detailed estimate, reviewed by us on its publication about twelve months since, has been translated into German, and published, with the plans, &c. by Herr Busse, director of the Academy, Berlin. This is only one amongst many proofs of the great interest taken by foreigners in this effort for improving the dwellings of the working classes.

PATENT PROFITS.—During the twenty-four years the American "Woodworth" planing machine patent has been in existence, one of the partners, it is said, has received 426,350*l.*; another nearly the same amount; and a third a very large sum. The first-named is now in receipt of 1 dollar per 1,000 feet planed in 100 mills, each of which turns out 10,000 feet per day.

EXCAVATIONS AT ATHENS.—The French Government, on the demand of the Académie des Inscriptions, has granted M. Ernest Beulé a sum of 1,200 francs for continuing his excavations in the vicinity of the Parthenon. A letter from Athens states that that gentleman has already discovered sandy walls and staircases of architectural curiosity, the entrance to the Acropolis, a subterranean passage, several fragments of sculpture, a bas-relief, representing a Pyrrhic dance, part of a statue of Victory, and a number of inscriptions, very few of which are complete.

COLOGNE CATHEDRAL.—The ceremony of fixing the keystone of the arch over the western portal of Cologne Cathedral was performed recently by the King, aided by the Prince, of Prussia, with great pomp. A friend who has recently returned from Cologne says, there are about 300 men engaged at the cathedral, and that the work is going on with much spirit.

FIRE BY SUN'S RAYS.—A small wooden building at Camberwell is said to have become so heated by the sun's rays on Monday week, when the air was exceedingly hot and still, that it took fire and was almost entirely consumed.

CHEAP COAL FOR LONDON.—A company is said to be in course of formation for working the coal mines of Darlaston estate, near Coventry, only 90 miles from London.

GASOMETER.—One of the largest gasometers in the kingdom is now being erected at Messrs. Westwood and Wright's Ironworks, Brierley-hill. The diameter is 157 feet, depth 40 feet; the weight of iron necessary for its completion will be 400 tons, and it will contain about 800,000 cubic feet of gas.—*Wolverhampton Chronicle*.

TENDERS

For Merchants' and Traders' Assurance Office, Martin's-lane, Cannon-street, City; Mr. A. Mosley, architect:—

Banning	22,400
Geo. Mansfield and Son	2,304
Pullock and M'Leod	2,348
Myers (accepted)	2,300

For public-house in the Fulham-road, for Messrs. Elliott and Co. Mr. R. Moser, architect.

Lawrence and Son	21,204
J. and C. Rigby	1,300
Lucas, Brothers	1,348
Garnham	1,333

For a mansion to be built for Mr. C. de Merville, Mr. S. Smith, architect. Quantities furnished by Messrs. Russell and Wright:—

Howard and Nixon	25,370
Lee and Son	9,113
Baker	9,087
Jay	8,800
Lawrence	8,772
Holland	8,610
Grimsdell	8,487
Lucas, Brothers	8,200

For a mansion for Mr. An. De Arroyave, Mr. S. Smith, architect. Quantities furnished by Messrs. Russell and Wright:—

Lee and Son	25,065
Howard and Nixon	8,484
Baker	8,284
Jay	8,174
Lawrence	8,736
Holland	8,567
Grimsdell	8,460
Lucas, Brothers	8,200

For the Norwich Diocesan Training School for Females, Mr. John Brown, architect. Quantities furnished by Mr. J. Roberts:—

Messrs. Cattell	21,240
Stanford	1,275
Adkins	1,280
Worman	1,249
Minas	1,235
Lucas, Brothers	1,220

For the erection of the Upton-on-Severn Bridge:—

Gorion and Bond, London	25,680 <i>l.</i>
Gosset, Gloucester	6,780
Smith, Stourbridge	6,572
Rigby, London	6,442
Nosell, Birmingham (accepted)	6,480 <i>l.</i>

The quantities were furnished by the engineer, Mr. Giles.

For villa residence, to be erected at Norwood, Surrey, for Mr. Frederick Coleman. Mr. Alfred Cook, architect:—

Messrs. Friend	21,250
Barrett	1,145
Messrs. Coleman	1,080

For erecting the new Vauxhall-hall, Lambeth. Messrs. Walsbure and Parry, architects:—

H. W. Cooper	24,726
Haynes and Co.	4,594
T. D. Carter	4,800
J. Ashley	4,508
J. Harding	4,397
M. W. Hornington	4,208
J. F. Faithful	4,178
W. Harding	4,023
Wm. Minge	3,947

TO CORRESPONDENTS.

Blinds to Greenhouse.—A subscriber asks for "the best method for fixing outside blinds to greenhouses, so as to work easily and simply."

"C. M. P."—"On Subscriber" (under our month, "J. C." "S." (has a wrong impression of the accident in question. Fear of offending never prevents us from doing what is really our duty). "G. F. S." (thinks. All right again). "H. G." (evidently an error). "O. A. D."—"Mr. B." "E. S." (the requirements in a town-hall with inscription). "W. P. S." "J. L."—"B. Martin's." "A. C."—"W. M." "J. W. B." "C. L."—"E. A." "Subscriber" (omitted (omitted and order were not received). "E. E." (we have no further information). "Buck and Advertiser."—"We have not time to point out books or find addresses."